



HANDSOME SPECIMENS OF CLOSED CARS SEEN

Automobile Designers and Engineers Are Now Producing Some Fine Examples.

FILLING A LONG-FELT WANT

"Closed car construction of the present day brings out some of the finest examples of coach work ever known. Automobile designers and engineers have almost unlimited scope in producing this type of automobile. The demand is for everything possible that makes for comfort and convenience for driver and passengers, and nothing in this line is overlooked," says Henry Cunningham, local agent for the Marion car.

The day when the closed car was considered a fad has long since passed. This type of automobile now fills a distinct need. That its popularity is increasing each season is evident. Never before has this year has the Marion company built closed cars, but the popularity which the new sedan and coupe models were producing has met with such a proven wisdom of the entry into this field.

The coupe is distinctly a car for the woman who wants to drive her own auto, or the professional man whose constant travel in pursuit of his duties demands perfect protection from the weather, while the sedan, with its capacity for five passengers, is essentially a family car. The vast improvements and convenience features that have entered into automobile construction of the last few years, such as self-starters, electric lighting, left-hand drive, and center control, have worked especially to the advantage of the closed car, and have done wonders to increase the demand for them. In the new Marion models every operation having to do with starting, driving, or control of the car may be performed from the driver's seat.

Distinct praise of these Marion models is given by a trade journalist who writes in a recent issue of his paper: "The coupe is designed with no little skill, and it is entirely void of the top-heavy appearance that is so easily imparted to this type of car by faulty laying out. The exterior is simple in its smoothness, but it is the simplicity that comes of much hard work and the capacity of the sedan the lines of the coupe are carried out on a larger scale, the general effect being much the same—that is to say, the family resemblance is plain."

MUFFLER CUT-OUT OPPOSED.

Automobile Authority Does Not Favor Its Use.

The increased power resulting from the use of the muffler cut-out is not enough to warrant its use, according to a well-known local authority.

"While there is a certain amount of back pressure in the muffler, the resultant loss of power is not enough to warrant the nuisance that the constant use of the cut-out becomes," he declared. "The noise of the engine when the cut-out is in use is unpleasant, not only to people in general, but to the occupants of the car. And with the exhaust from the cylinders going directly to the ground, as it does when the muffler is cut-out, the dirt on the street is stirred up and the air is contaminated."

"Many automobilists use the cut-out

for the purpose of attracting attention rather than for real utility from a power standpoint. To many, too, it has become a sort of a notion that the car is running better when the muffler is not working. I heartily indorse the action of these bodies in framing legislation to prohibit the use of the cut-out."

WINTER AUTO RULES NOW BEING STUDIED

Over-cooling May Be Avoided by Radiator Shields, and Anti-freezing Compound.

November is the month of winter preparations for the motorist. The water-cooled motors which in summer have to be watched lest they overheat now have to be watched lest they overcool. Not only is there danger of the motor being overcooled, but worse than that, the danger of the water in the cooling system freezing when the car is not running. This is a serious trouble and a source of much expense to motorists every year.

The remedies are, of course, to place shields about the radiator in order to cut off part of the surface from the cool air and to use anti-freezing compounds. The use of the latter gives rise to "one of the greatest nuisances, especially in parts of the country where it is freezing one day and warm the next, as in early fall and spring.

The use of the anti-freezing compound, while lowering the freezing point of the water, also lowers the boiling point, and on a warm day the radiator will boil at a very low temperature. This necessitates either drawing off the water with the compound in it, and it becomes an expensive operation, or if the water changes often, as it is likely to do.

The above troubles are those that beset the owner of a water-cooled car, but are unknown to the owner of the direct-cooled Franklin, in which the application of air to cooling the motor is direct without the use of water.

STAR PITCHER INVESTS IN CYCLE COMPANY

Monroe Brown, popularly known as Three-Fingered Brown, one of the star pitchers of the diamond, has earned a reputation for choosing profitable investments, as well as fame as a ball player.

Brown is one of those exceptions found in every walk of life who has a high regard for financial prudence, and who knows how to best utilize the accumulations resulting from an avoidance of extravagant living.

It is reported that he is interested heavily in southwestern ranch property, Western mining operations, and other important and successful activities, of which the latest is a generous holding of the stock of the Woods Mobilette Company, of Chicago, and a directorship in this organization.

Other prominent men in the realm of sport are reported to have followed Mr. Brown's lead in the cycle-car industry, which promises to speedily become one of the most important of our industrial activities.

Men of this type are accustomed to "action," and find in this new industry many fascinating elements of attraction, not the least of which are the huge profits that should accrue to those who are first in the field as manufacturers of cars of proved merit.

MARKET FOR TIRES EXPECTED TO BE GREAT

Demand in 1914, It Is Said, Will Far Exceed That of the Current Year.

SOME REASONS ARE GIVEN

Some persons have drawn the conclusion that changed conditions in the automobile manufacturing end, conditions influenced by the state of general business, will make vast difference to the tire makers and that the market of 1914 will be only as large as that of 1913. This is not the case, however. It is expected to be far greater. This is not the case, however. It is expected to be far greater. This is not the case, however. It is expected to be far greater.

The cost of operating an automobile is of importance to the owner. The original investment, if the original cost was the only investment to be considered, there is hardly a person but what would use and own an automobile. The motor car is an expense. And its use must bring in some return so the average owner to warrant the expenditure. Every automobile owner is deeply interested in the economy of his car. Very few there are who find any great pleasure in paying for tires and gasoline, and not to mention repair bills. To at least 95 per cent of the owners these bills are of the deepest importance.

If the motor car is used for purely business reasons alone the owner must consider the economy of his car, or in other words, watch closely its cost of operation. He does this as he considers other expenditures, under the title of overhead expense, and you will find him watching closely and trying his best to keep down the cost.

If the car is used purely for pleasure, it is an out-and-out expense, the only return being the pleasure it gives him and his family to motor, and must be charged up against expenditures of the pleasure nature. At the same time, the owner has to recognize the depreciation of the value of a machine, together with the incidentals, such as storage, washing, and so forth. Yet, practically, no one wants to give up automobilizing, as a matter of fact the utility is too important and the pleasure too great to surrender.

Therefore, the question of economy takes its place as the one big question in which all motorists are vitally interested and which is always seriously considered when purchasing.

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About People You Know Along Automobile Row

By L. C. CHEW.

W. T. Redman is the latest acquisition to the sales force of the Hudson Motor Company and will specialize in the sale of Argo electric, the agency for which recently was taken by the company.

The Henderson-Rowe Automobile Company delivered Chevrolet baby grand touring cars to W. W. Curtis and C. C. Harrison, of Leesburg, Va. The same company delivered a Chevrolet roadster to B. F. Johnson.

Plans for a large service station to be erected in the rear of 14 Seventh street are being considered by R. E. Lankford, the newly appointed representative of the Indiana truck.

The Selby Company, local agents for the Paige car, has leased the building at 1415 Fourteenth street and will move into its new quarters shortly.

M. T. Polock, local agent for the Oldsmobile, returned last week from a visit to the factory at Lansing, Mich.

The third Cadillac ambulance was delivered last week to the Naval Hospital by the Cook & Stoddard Company. Other Cadillac deliveries last week were a seven-passenger car to Mrs. K. G. Ruth, and a roadster to Dr. Louis C. Lehr.

Miller Brothers, local agents for the Ford, report the following deliveries during the past week: Touring cars to A. C. Houghton, Kokesville, Md.; Comptany, United States Senate, Gallier & Huguely, Dr. J. A. Stanton. Delivery wagons to Bieber Kaufman Co., W. R. Walla, and J. W. Gregg.

Joseph Trew, of the Overland Washington Motor Car Company, left yesterday on an extended cross-country trip through Maryland. Mr. Trew left in a brand new Overland, and expects to make a killing with it.

Robert H. Love, who recently acquired the Losier agency in this city, returned last week from Detroit, where he attended the annual convention of the Losier dealers.

"First impressions go a long way toward determining the sale of an automobile, particularly if the prospective buyer is making his first investment," said Cliff Long, of the Commercial Auto and Supply Company, local agents for the Studebaker car.

"This is very often the case with a man who has not definitely decided upon any special style of car and who sees for the first time a feature in design or construction that is pleasing to him. He will then change from a lukewarm prospect to an eager listener, and if the salesman is fortunate enough to be present at this psychological moment, he will clinch the sale nine times out of ten."

"Nothing has been spared in the way of expense to make the 1914 Studebaker as beautiful and pleasing to the eye as possible. It is a greater value than ever before, with its larger motor developing thirty-five horsepower. Its longer wheel base, and the many costly accessories that are included in its equipment. The body lines have been changed to meet the demands of a discriminating public,

and such refinements and improvements as flush U-doors with concealed hinges, full cowled dash and improved windshield mounting are much in evidence.

"Notwithstanding all these improvements in design, together with the costly full equipment, the price of the car has been lowered."

The Buick Motor Company has delivered another truck to the Postoffice Department. This is the third Buick truck to be put in the service of the department in this city.

OPERATING OF AUTOS AN IMPORTANT ITEM

Question of Economy in Running Machine Is Hardly Secondary to Original Investment.

The cost of operating an automobile is of importance to the owner. The original investment, if the original cost was the only investment to be considered, there is hardly a person but what would use and own an automobile. The motor car is an expense. And its use must bring in some return so the average owner to warrant the expenditure. Every automobile owner is deeply interested in the economy of his car. Very few there are who find any great pleasure in paying for tires and gasoline, and not to mention repair bills. To at least 95 per cent of the owners these bills are of the deepest importance.

If the motor car is used for purely business reasons alone the owner must consider the economy of his car, or in other words, watch closely its cost of operation. He does this as he considers other expenditures, under the title of overhead expense, and you will find him watching closely and trying his best to keep down the cost.

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Therefore, the question of economy takes its place as the one big question in which all motorists are vitally interested and which is always seriously considered when purchasing.

There are several reasons for the cut in prices at this time. One is the lower price of crude oil, another is the threat of a foreign invasion, following the tariff reduction, and a third is the step taken by the big manufacturers to bring their prices as offered to automobile makers and those offered to tire dealers and consumers more nearly on a consistent level of equality.

There are three concerns in this country whose daily capacity is not what they keep going full tilt all the time. They could supply more tires than the public could absorb. Their overhead charges are no less when they produce at 50 per cent capacity than when running at 100 per cent. Therefore it is to their advantage to run nearly to capacity.

To do this, they must get the factory business of the automobile makers. This business is desirable, because it keeps the factory going and even brings in a small profit. But on account of the competition, they must keep their prices away low and it is by making such cuts as they have just done that the big fellows bring their complete scale of charges more nearly on equality. They must make their prices low to the automobile factories, otherwise the line of tires would get into every thousand tires or so he got on an order would take so and so many busy hours away each day from the big fellow.

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Items, General and Personal, Of Interest to G. P. O. Workers

Ellis Hughes, of the carpenter shop, on a recent trip to his old home in New Jersey, had the pleasing experience of meeting several of his former comrades of the civil war, whom he had not seen in nearly half a century.

The smoker of Hookbinder's Union, No. 4, at Typographical Temple on the night of November 15, was well attended. Public Printer Ford being among the speakers, and President Blair and his committee furnishing a very attractive program of entertainment.

Mrs. Adah M. Friedlander, of the typotype keyboard force, is convalescing from her recent illness and expects to resume her duties in the near future.

The Washington Union Printers' Baseball Association has completed arrangements for taking over a well-known billiard and pool room, located in Pennsylvania avenue right in the heart of the business district, which will give them comfortable headquarters and a club-room.

George T. Weather is on the sick list. Timothy Shea, assistant foreman in the bindery, has returned from a visit to his home in Hoboken, N. J., and also among his old friends in the Park Row neighborhood of New York.

William H. Jones, after several years of service over in the Bureau of Engraving and Printing, has been transferred to the pressroom of the Q. P. O.

Norman C. Spargue, president of the Pressmen's Union, was hurt seriously recently by having his foot caught in the gears of the record press. Although the bones of his foot are broken, he is progressing nicely, and amputation is not probable.

The Government Printing Office Chorus, organized and trained by Benjamin Linbeck, contains good musical timber, and has given a number of delightful programs of entertainment to the 4,000 employees, the one of Friday last bringing out an audience that completely filled the corridors of the sixth and seventh floors.

Of course, Secretary of State Bryan was the chief attraction, but the musical numbers were well rendered and reflect the highest credit on the ability of Mr. Linbeck as director.

He has been active in musical circles here for a number of years, is a member of the choir of one of the leading

DIRECTS G. P. O. CHORUS.



BENJAMIN A. LINBECK

churches, and his splendid bass solos have been the attraction of numerous social functions of the printing trades and church societies.

Though nearly twenty years have passed since Hon. William Jennings Bryan addressed an audience in the neighborhood of the Government Printing Office, yet among his hearers on Thursday last were members who had listened to him at the meeting held in the old hall park on the ground now occupied by the new post-office building, when he was making his canvass for the Presidency in 1896, and who enjoyed his matchless oratory as well as twenty years ago.

In his audience on Thursday last there were people who had heard him in every part of the country, along the Pacific Coast, the Great Lakes, the Gulf country, and it is doubtful if a more cosmopolitan audience could be gathered anywhere in the United States than faced the Secretary of State in the Government Printing Office on Friday.

After a vacation of twenty days, passed in New York City, Philadelphia, Atlantic City, and Cape May, R. F. Chelmon, a well-known member of the day hand section chapel, returned to office on Monday.

Dr. Thomas Thompson, a well-known Presbyterian clergyman and missionary, passed away at his residence, 127 North Capitol street, from the effects of a stroke of paralysis, in the seventy-fifth year of his age. He served during the civil war as a surgeon and was awarded the military medal. He is survived by a son, Dr. E. D. Thompson, grand master of the local Odd Fellows, and by a daughter, Mrs. Oscar J. Ricketts.

William A. Griswold, of the watch force, who was killed on Thursday last by being knocked down by an automobile while on his way to the office, was a compositor in the office for many years and will be recalled best for his service on specifications at the Union Building. His right falling him five or six years ago he became a member of the watch force. He is the oldest veteran printer of the G. P. O., to be killed by a motor car in the past year, Charles Spencer, of the proof force, being the other, and both accidents were no doubt due in part to defective eyesight of the victim.

After an absence of about sixty days, James C. Savers, imprinter in the day hand section, has returned, improved in health. He passed his vacation in his home town, Jonesboro, Ill.

Tom McDonough, of the night hand section, enjoyed the hospitality of some Baltimore friends on Thanksgiving Day.

Memorandum of appointments, separations, transfers, etc., in the Government Printing Office for the week ending November 25:

Appointments—William J. Burness, temporary electrolyte finisher; Miss Ota Mallory, temporary monotype keyboard operator; Francis B. Casey, probationary pressman; Edward J. Wood, compositor (reinstatement); John C. Johnson, probationary messenger boy.

Separations—Warner L. Wilmet, monotype keyboard operator, resigned; Mrs. Alta S. Hays, compositor, resigned; Joseph R. Gross, elevator operator, resigned; Mrs. Lucy E. Embrey, skilled laborer, resigned; Henry M. Webb, Henry T. Curran, John M. Kelly, and William T. Bieble, temporary compositors, dropped; Miss Matilda B. Greer, section John L. Kelly, emergency monotype keyboard operator, dropped.

Transfers—Clair C. Barnes, John J. Miller, James H. Ernst, Ernest J. Elmer, Harry W. Zeigler, and Charles Wilhelm, proofreaders, 50 cents per hour, proof section night, to compositors, 50 cents per hour, hand section, night; Everett E. Patton, and William Lewis, proofreaders, 50 cents per hour, proof section, night, to compositors, 50 cents per hour, monotype section, night; Mrs. Lulu C. Parsons, John A. Phillips, Henry T. Scholdberg, Joseph W. Warren, Stephen T. Walton, Francis E. Warren, Louis Winters, Miss Martha Freshan, William E. Grimes, John D. Metz, Mrs. Clara L. Bechtel, and William A. Morris, proofreaders, 50 cents per hour, proof section, day, to compositors, 50 cents per hour, monotype section, day; Everett E. Whittemore, linotype machinist, linotype section, night, to day; Charles E. Dodson, linotype machinist, linotype section, day, to night; William W. Wallace, caster helper, monotype section, night to day; George W. Godwin, monotype machinist, monotype section, night, to day; James M. Biebler, proofreader, job section, to proof section; James W. Carrington, messenger boy, office superintendent of work, to monotype section, night; Gustave A. Anderson, monotype machinist, monotype section, night, to day; Aaron R. Nathan, referee, 60 cents per hour, proof section, to compositor, 50 cents per hour, War and Navy section; Benjamin F. Coanstantine, proofreader, 50 cents per hour, proof section, to compositor, 50 cents per hour, War and Navy section; Marion E. Bullock, copy editor, 50 cents per hour, proofreader, 50 cents per hour, proof section, night; Theodore Gierber, proofreader, 50 cents per hour, proof section, to compositor, 50 cents per hour, hand section; Henry P. Ewing, probationary skilled laborer, office foreman of binding, to forwarding and finishing section.

George Elchhorn, deskman on the keyboard night force, was presented by Mrs. Elchhorn on Thanksgiving Day with a little daughter, their first born. Mother and child doing well.

The news of the sudden death of Omar D. Wilson, which reached his fellow-workers on the night proof force a few moments after it occurred, was heard with consternation and true regret. He had worked on Wednesday night in his usual health and walked home with a number of the force on Thursday morning. Last evening he started for the office, was taken with an attack of indigestion in the street, returned to his home, 55 Adams street northwest, and died shortly after. He was a native of Ohio, and learned the printing business in the office of John D. Kehoe, at present a clerk in the Treasury Department, in Maryland, Ky. He came to the G. P. O. a dozen or more years ago and had been a member of several of the composing room chapels and for three or four years past a proofreader. He was an excellent workman, a man of the highest character, and very popular. He will be buried in Glenwood Cemetery alongside his wife, whose death preceded his by but a few months. Four children survive him.

Horace E. Howes, skilled laborer in the day hand section, has been on the sick list the past ten days.

Charles A. Caffet, imprinter on the press, has been absent twenty days leave and will visit Michigan.

Navajo Indian Song Given By the Abbott Children

Aubrey and Anita Abbott, Nine and Five Years Old, Respectively—Former First to See Red Men Attack Shiprock Reservation.

A most unique and interesting program of Indian music was given at the home of Mr. and Mrs. Frederick H. Abbott, 1212 Euclid street northwest, last Sunday night, in the presence of forty guests, including the Commissioner of Indian Affairs, Hon. Cato Sells and Mrs. Sells; Director of the Bureau of Ethnology, Dr. F. W. Hodge and Mrs. Hodge; Curator of the National Museum, Dr. Walter Hough and Mrs. Hough, and Mr. Geoffrey O'Hara, of New York City, appointed by Secretary Lane to study and record Navajo Indian music. A number of Washington musicians contributed to the program, among them being Mrs. W. H. von Ilayer, Miss Noack, the Misses Dorothy and Margery Snyder, and Mr. A. E. Wilkins. Mr. O'Hara explained some of the beauties and difficulties of the Navajo music and sang a number of Navajo songs; Miss Denmore, of the Bureau of Ethnology, who has written two books on Chippewa Indian music, sang several Chippewa songs; Mr. Francis La Fleche, an Omaha Indian engaged also by the Bureau of Ethnology, sang several Omaha and Osage songs.

Another feature of the program was the appearance of Aubrey and Anita Abbott, aged nine and five respectively, children of Mr. and Mrs. Abbott, dressed in Navajo costume, as shown in the accompanying cut, who sang a native song which they learned from Navajo children last summer on the Navajo reservation, and which they sang at a meeting of the National Indian Association. These costumes were designed by Dr. Walter Hough, of the Smithsonian Institution, who has made a thorough study of the Navajo Indians.

The scientists and musicians connected with the Bureau of Ethnology, who have been studying and recording Indian music for years, believe that there is much in Indian music worth preserving, and that the singing of native songs by Indian children should be permitted as an important and valuable element in the education of the children; they believe also that the native songs can be sung under such restrictions as to stimulate proper instruction in English.

They believe that a policy of discouraging everything "Indian" in the children, including the singing of their native songs, would tend to crush the spirit of the children and to create an antipathy for the very things they must have in order to become self-supporting, namely, English and the white man's vocations.

Mr. O'Hara, who was appointed by Secretary Lane upon the recommendation of Mr. Abbott, while the latter was acting Commissioner of Indian Affairs, has returned to his professional work in New York City. He has made recommendations concerning the continuation of the work to the Commissioner of Indian Affairs, Dr. Hodge, of the Bureau of Ethnology, also has the future development of the subject under consideration.

Aubrey was the first to see the eleven armed Indians when they came to the agency, overpowered the Indian police and took away the three wives of the Indian who had been arrested on charges of bigamy.

After seeing the Indian policemen struck down by the gun of one of the band and another draw his gun on the policemen, Aubrey sounded the alarm. "There is going to be a war," following which the male employees armed themselves and the women of the agency were sent to one of the best-protected buildings for safety.

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